

Beach Access Committee

Final Report of Construction and Maintenance
Recommendations at City Beach Accesses

April 20, 2021

Stated Goals of Beach Access Committee

- In November 2020, City Manager Dale Martin formed the Beach Access Committee to make the following recommendations:
 1. Recommend which of the six walkovers removed in 2019 should be rebuilt.
 2. Identify any additional new walkovers that should be constructed.
 3. Establish the order in which the recommended walkovers should be constructed.

Develop Consensus on Criteria to Evaluate Beach Accesses

- Each Beach Access Committee (BAC) member had diverse and often technical knowledge about City beaches and beach accesses.
- BAC members were united in wanting to make recommendations that emphasize how good design, construction and maintenance of beach walkovers and sustainable beach walkthroughs are integral to the City's overall environmental resiliency.
- The BAC developed evaluation tools that would quantify and allow comparison of various values, priorities and physical characteristics of the City's beach accesses.

Finalize Methods and Tools to Evaluate Beach Accesses

- A list of criteria to evaluate beach accesses was developed. The BAC ultimately agreed on 22 criteria they named Guiding Principles.
- The BAC developed a Beach Access Evaluation Form to record each members' observations and comments when personally inspecting each access.
- Observations included the current condition of a walkover or walkthrough, the ease or difficulty to use, location of ramps or steps, the length of the access, number of regular and ADA parking spaces, density of neighborhoods that would use a particular access, quality of dune growth and any other indications of the importance and usage for each access.

Develop Additional Analytical Metrics to Evaluate Beach Accesses

- Each Guiding Principle was summed to produce a numeric score. This became the Guiding Principle Score for each access. The higher the score, the more a particular beach access had of the Guiding Principles.
- Further, if any accesses had identical Guiding Principle scores, a metric was developed by dividing the number of 911 residents by the linear distance across the foredune resulting in a value of addresses per linear beach access foot.

Highlights of the *Final Report of Construction and Maintenance Recommendations at City Beach Accesses*

- No existing walkovers should be removed at this time.
- Eight walkovers were recommended for short, medium and long-term construction.
- Two accesses were previously unknown to be City property and should be added to City's beach access inventory and marked with City signs.
- The south end is recommended to receive an ADA accessible walkover.
- Over time, the City should transition to walkovers with ramps to deter pedestrian cut-throughs.
- Installation of post & rope guidelines and sand fencing is critical to support foredune growth and protect homes and City infrastructure.

BEACH ACCESS COMMITTEE SUMMARY (BAC)

In 2019, an engineering report indicated that several beach walkovers were structurally deficient and recommended immediate removal in the interest of public safety. Upon closer review of the twelve most deficient walkovers, six were removed in 2019 due to the extent of damage and required repair. Those six walkovers were those serving Beach Accesses 4N, 6N, 27, 35S, 38, and 40.

1. It is the recommendation of the BAC that the walkovers at these Beach Accesses be re-built (check those so recommended).

4N	M	6N	S	27	L	35S	M	38	L	40	S
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2. What, if any, additional beach accesses should have new walkovers constructed (specifically identify by Beach Access number):

16	M	6	M
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Utilizing the recommendations above, what is the recommended sequence to construct the walkovers (please list from left to right on the first row before proceeding to a second row)?

6N	40	16	6	4N	35S	27	38
S	S	M	M	M	M	L	L

The design of proposed walkovers will be developed, with cost estimates of construction subsequently determined. Construction costs for walkovers will be incorporated into the City's Five-Year Capital Improvement Plan.

“S” connotes the recommendation that the walkover be constructed in the “short-term,” i.e. within 1-2 years.

“M” connotes the recommendation that the walkover be constructed in the “medium-term,” i.e. within 3-4 years.

“L” connotes the long-term recommendation that the walkover be re-evaluated after four years for possible re-construction based on future usage, demand, and resiliency considerations.

← Full expanse of the City's Beach Accesses, from the northern-most Beach Access 16N to the southern-most Beach Access 40. Additionally, heavily-used accesses are shown with yellow arrows.

← The Blue arrows show the location of the eight beach access recommended for possible replacement with beach walkovers.

Beach accesses that appear with blue font **6N, 4N, 6NY, 16, 35S** and **40** are recommended for replacement with beach walkovers in the one-to-four year timeframe.

Beach Accesses **27** and **38** with brown font, are the two beach accesses recommended for re-consideration for possible beach walkovers after 4 years.

